

Welcome

to the **Altamont Corridor Rail Project** Scoping Meeting



THE ALTAMONT CORRIDOR RAIL PROJECT



U.S. Department
of Transportation
Federal Railroad
Administration



CALIFORNIA
High-Speed Rail Authority



SAN JOAQUIN
REGIONAL
RAIL COMMISSION



Public Participation

How to Comment

Thank you for attending today's scoping meeting.

Please fill out a comment sheet, hand it to a staff person or leave it in the comment box.

If you would like to comment outside the meeting, you may submit:



Written Comments

Dan Leavitt, Deputy Director
Attn: Altamont Corridor Rail Project
925 L Street, Suite 1425
Sacramento, CA 95814
Fax: (916) 322-0827



Emailed Comments

comments@hsr.ca.gov
Include in the subject line:
Altamont Corridor Rail Project

Comments must be received no later than **December 4, 2009.**

For more project information visit: www.cahighspeedrail.ca.gov



Altamont Corridor Rail Project Goals



- Develop a new regional rail line in the Altamont Corridor linking the northern San Joaquin Valley with the Bay Area
- Separate tracks from the existing lines shared with freight where feasible
- Transform the existing ACE service into a robust intercity and commuter service with frequent trains operating in both directions all day long
- Offer a travel alternative that is competitive with the travel costs and time of auto, intercity bus and regional air modes
- Offer a travel alternative that avoids or minimizes impacts to the environment by sharing joint use infrastructure
- Develop train station locations that serve population and employment centers



Altamont Corridor Rail Project Elements

- 1.** The Altamont Corridor Rail Project will provide an improved passenger train service between the Bay Area, the Tri-Valley area, and northern San Joaquin Valley.
- 2.** The project will include a branch east of Tracy which will connect to the north–south high-speed train line to allow operation of trains between the Inner Bay Area and Modesto, as well as points beyond.
- 3.** Potential stations should include Stockton, Tracy, Livermore, Fremont/Union City vicinity, Milpitas and San Jose.
- 4.** The project will provide an intermodal connection to a future extension of the Dublin/Pleasanton BART line in the Tri-Valley area.
- 5.** The project will provide an intermodal connection to BART in the Fremont/Union City vicinity.
- 6.** The project will accommodate a future connection to the Dumbarton rail service in the Fremont/Union City vicinity.
- 7.** The project will include an intermodal connection to the Valley Transportation Authority Light Rail network.
- 8.** The tracks will be fully separated from the UPRR and will be developed outside of the UPRR right of way where feasible.
- 9.** As appropriate, near-term improvements will be useable by the current ACE service.
- 10.** The ultimate alignment will be grade-separated, electrified, and fully compatible with high-speed train equipment.



Altamont Corridor & California High-Speed Train System



- Supports intercity and commuter service between northern San Joaquin Valley and Bay Area via the Tri-Valley area
- Serves as feeder service to statewide high-speed train network
- Potential connections to BART in Livermore and/or Fremont/Union City area to serve Oakland and Oakland Airport
- Provide regional rail infrastructure compatible with high-speed train equipment
- Potential to operate service between Sacramento and San Jose via Stockton
- Potential to operate service between Merced and San Jose on branch line



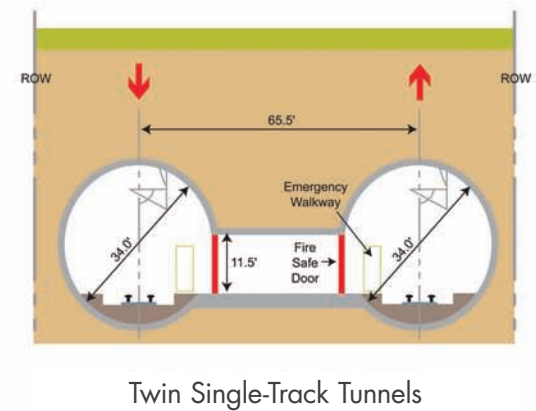
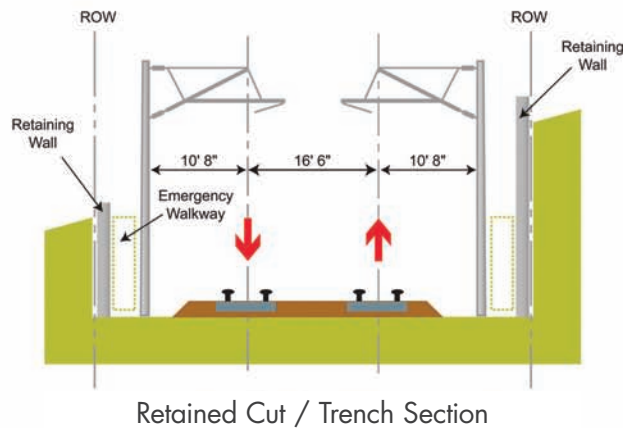
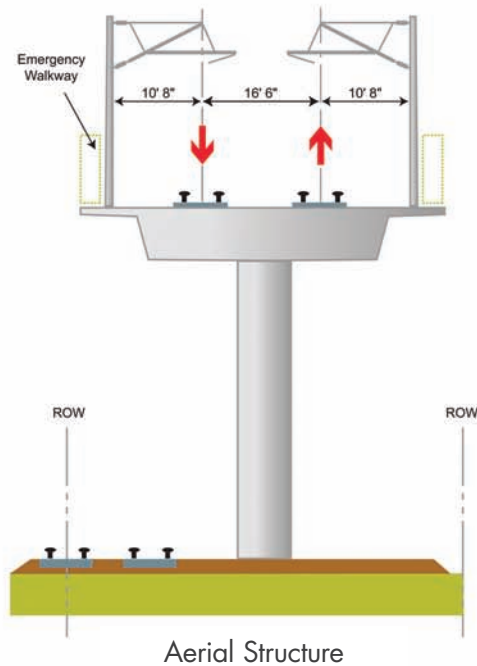
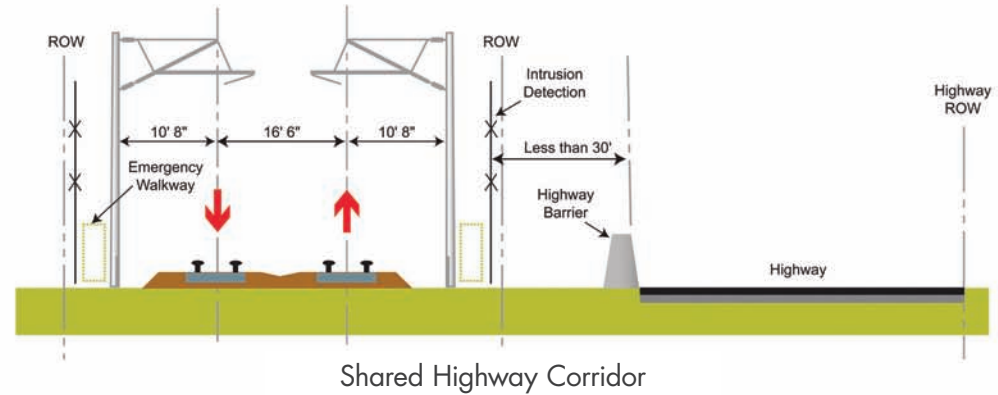
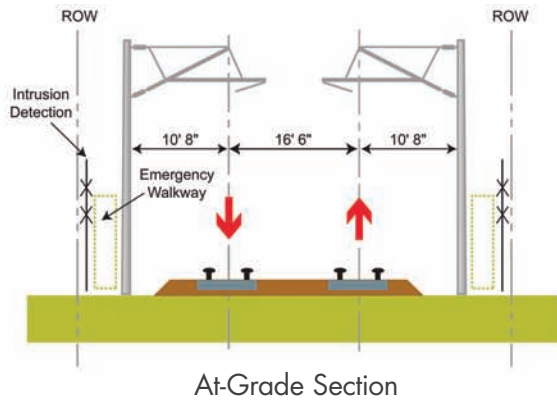


Altamont Corridor





Typical Sections Along Alignment





CEQA/NEPA Process

The Environmental Review Process and planning activities associated with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) will:



- **Identify** significant environmental impacts
- **Evaluate** reasonable alternatives that could reduce or avoid environmental impacts
- **Develop** detailed mitigation (ways to reduce or avoid environmental impacts)
- **Provide** information for public review and comment
- **Disclose** to decision makers the impacts, mitigation, and public comments



Potential Environmental Issues



- Aesthetics and Visual Quality
- Agricultural Resources/Farmland
- Air Quality/Climate Change
- Biological Resources and Wetlands
- Construction Impacts
- Historic, Archaeological and Paleontological Resources
- Cumulative Impacts and Secondary Impacts



- Electromagnetic Interference/Electromagnetic Frequency
- Geology, Soils and Seismicity
- Hydrology, Water Resources, and Floodplains
- Hazardous Materials/Wastes
- Impact to Low Income and Minority Populations
- Land Use and Planning
- Noise and Vibration

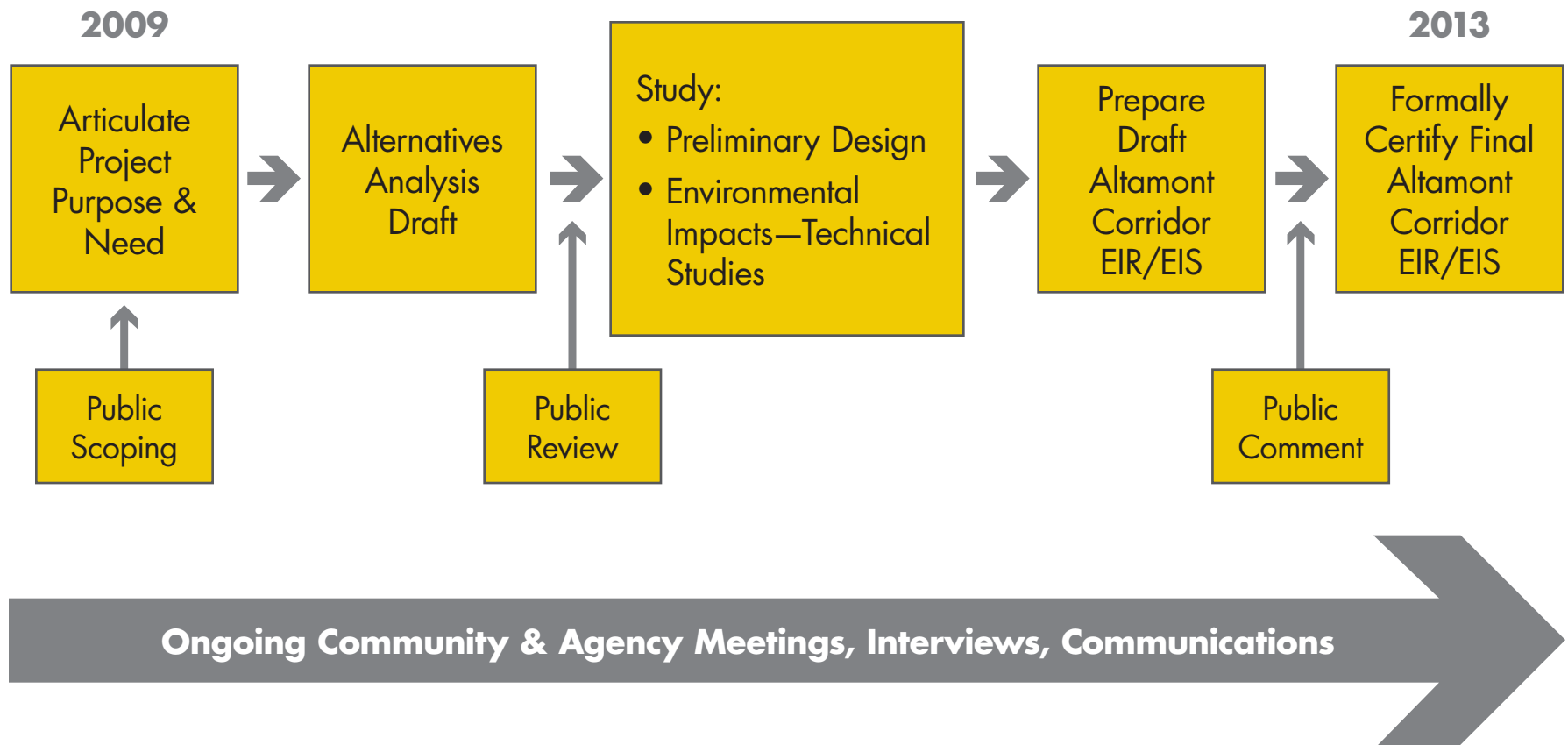


- Parks, Recreation and Open Space
- Population and Housing
- Public Utilities and Energy
- Safety and Security
- Socioeconomic and Community Impacts
- Traffic and Circulation



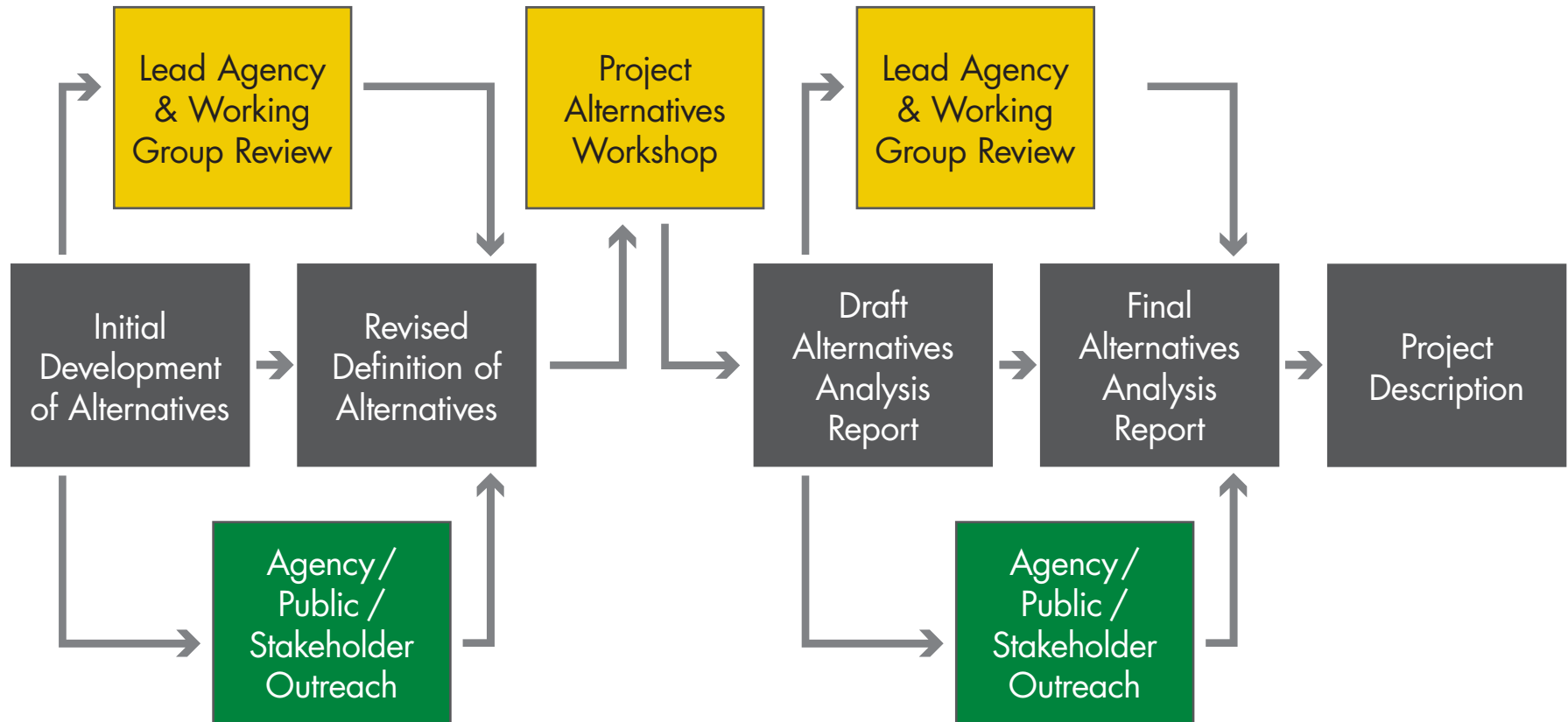
Project Development Process

Altamont Corridor Rail Project





Alternatives Analysis Process





Grade Separations

- Grade separations are underpasses and overpasses where roadways cross railroad tracks
- Grade separations reduce congestion and noise and improve safety
- Altamont Corridor Rail tracks will be grade-separated from adjacent roadways

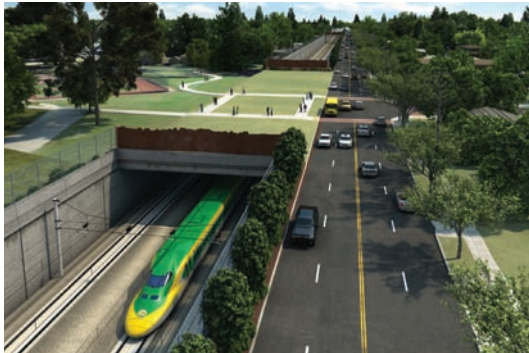
Typical Overpass



Typical Underpass/Trench



Below Grade Trackway



Bridge & Tunnel





Potential Train Types—Existing & Interim

- **Flexibility**—Can be operated on non-electrified, as well as electrified, lines
- **Slower top speeds and reduced acceleration performance** as compared with electric



Existing ACE—Diesel Locomotive

- One locomotive per 8 coaches (max.)
- Train length affects acceleration and braking performance
- Top speed: 79 mph



Diesel Multiple Unit (DMU)

- Each train unit is self-propelled
- Performance not affected by train length
- Top speed: 110 mph



Potential Train Types—Long Term

- Altamont EMU and High-Speed Trains—lightweight equipment; electric propulsion on all units
- Rapid acceleration to top speed; not affected by train length or grades below 2.5%
- Both train types would provide comfortable seating, workstations, and food service



Bi-Level Electric Multiple Unit (EMU)

- High capacity
- Rapid boarding
- Typical top speed: 150 mph

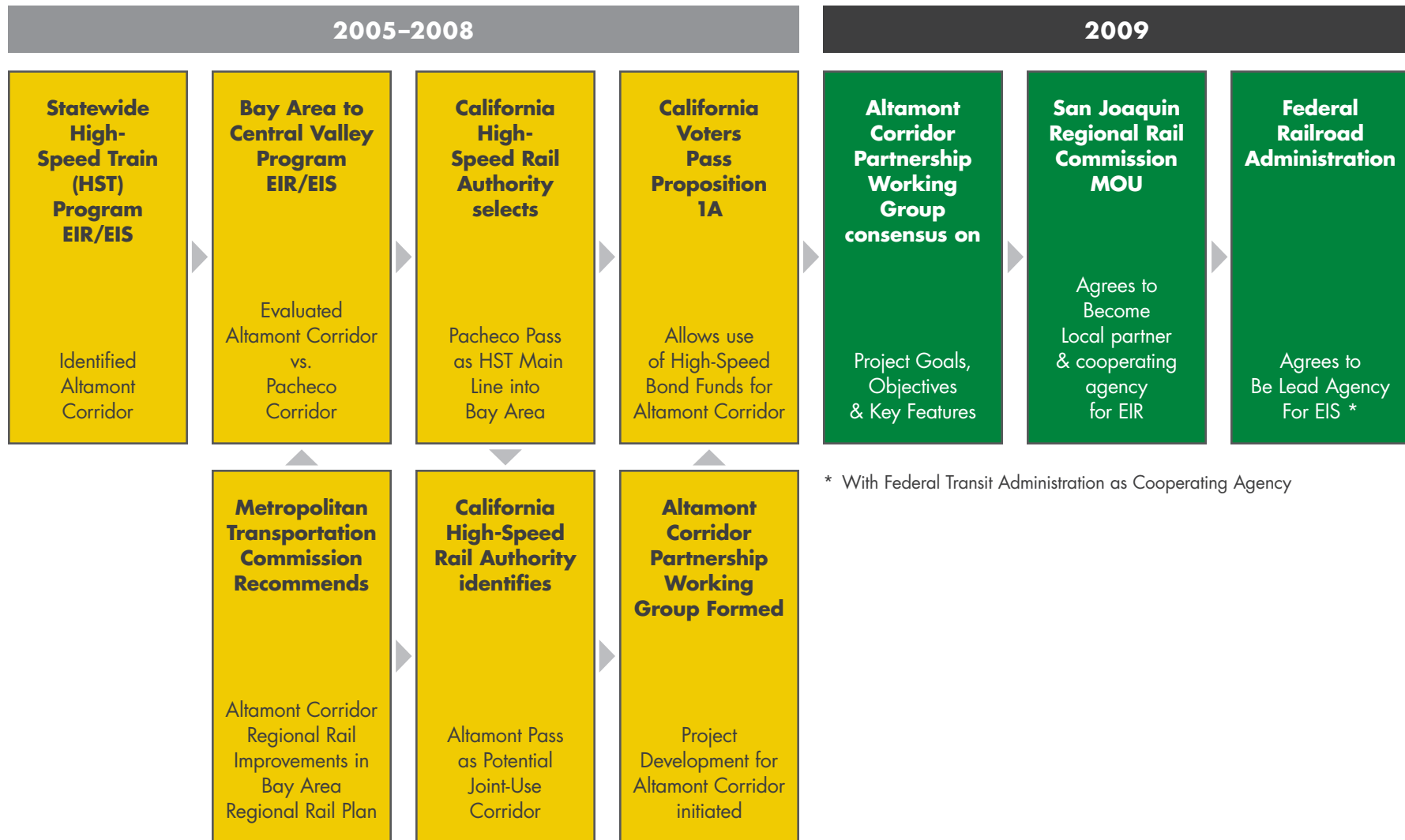


High Speed Train (HST)

- Seating arranged for longer trip times
- More accommodation for baggage
- Typical top speed: 220 mph between cities



Altamont Corridor Milestones

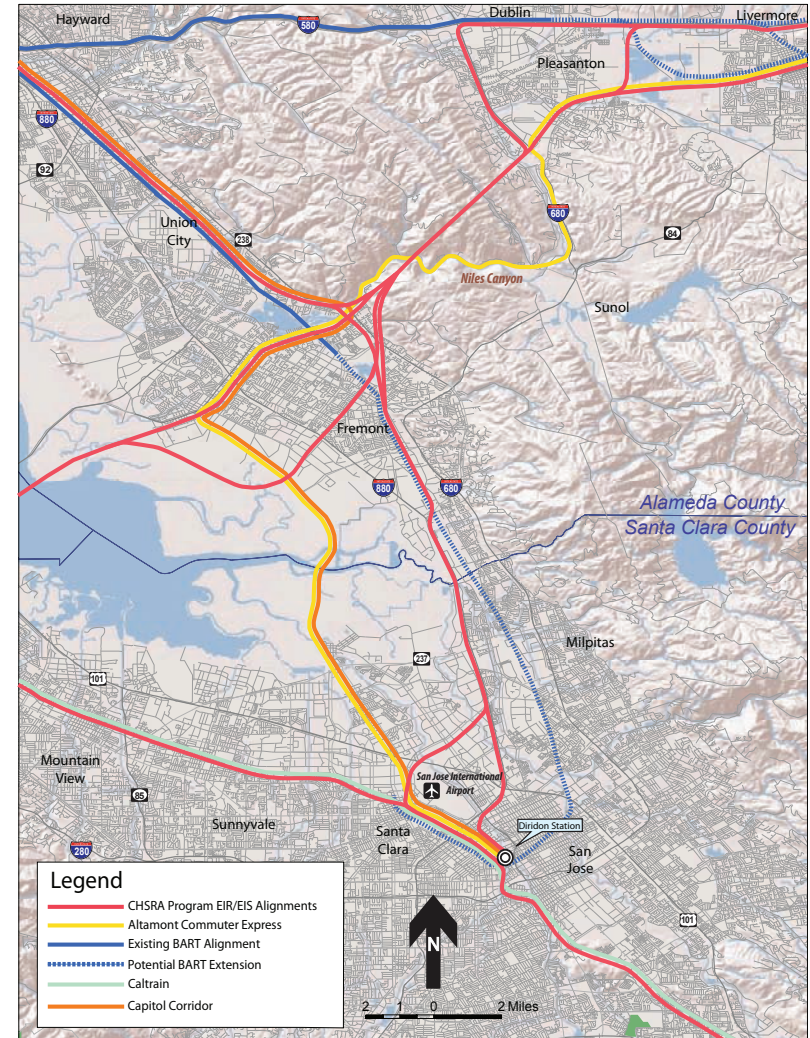
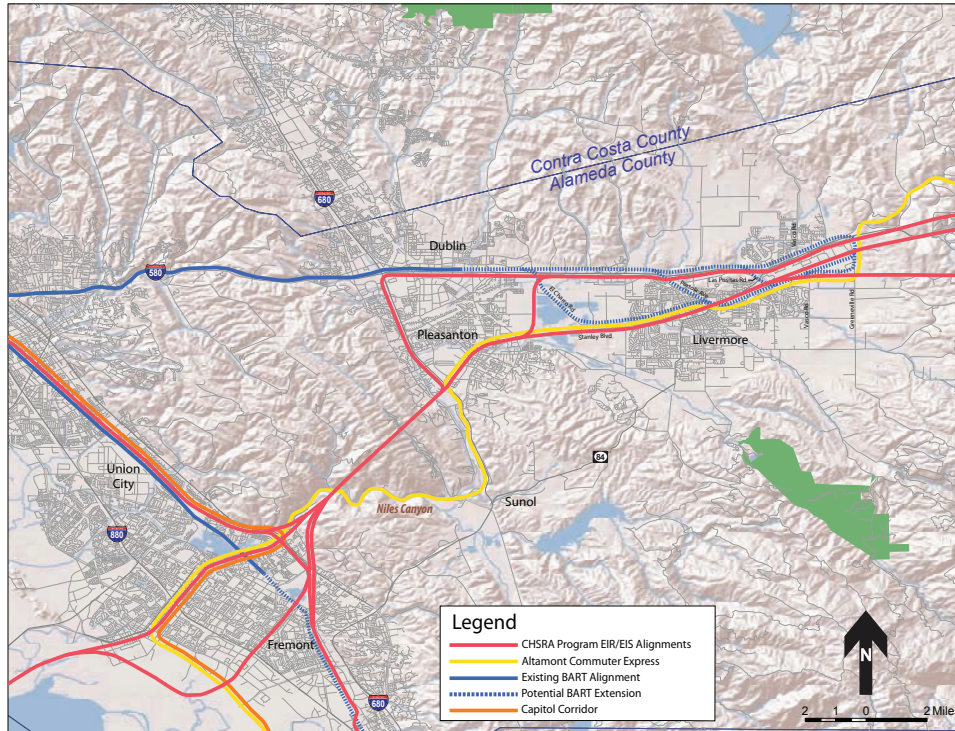


* With Federal Transit Administration as Cooperating Agency



Alignments Considered in the Programmatic EIR/EIS

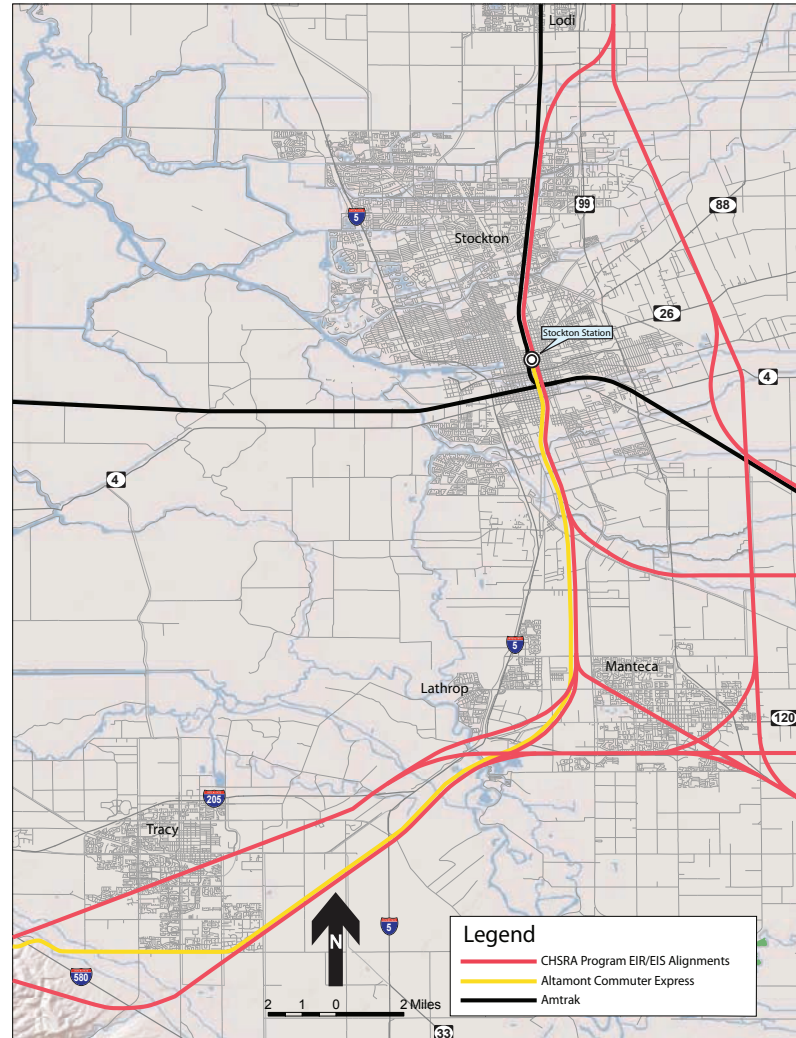
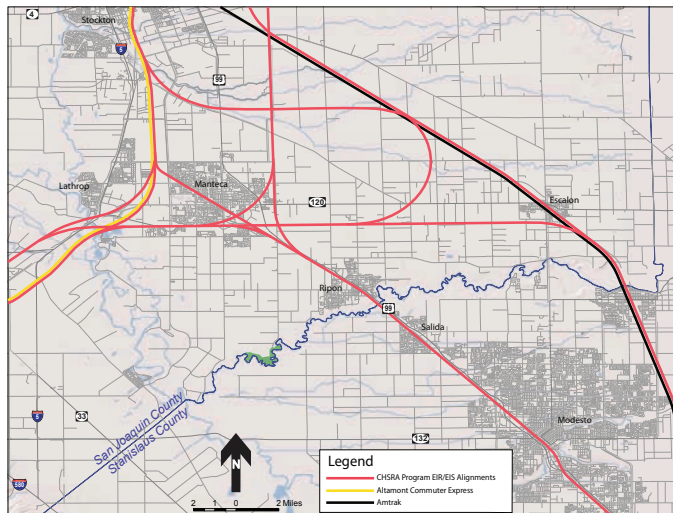
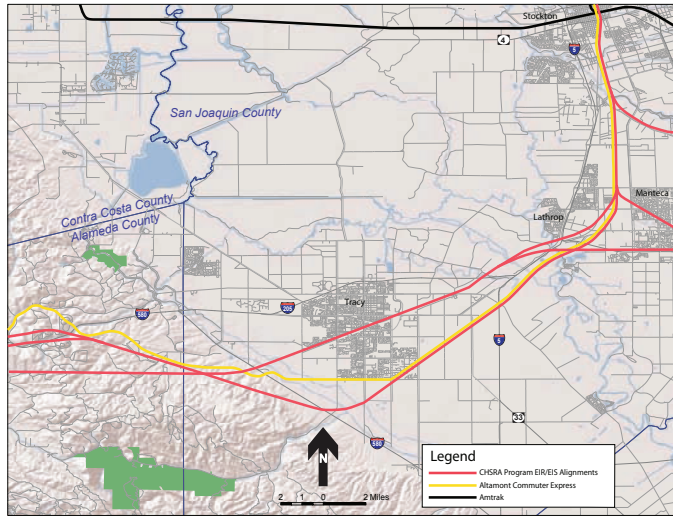
East Bay/Tri-Valley





Alignments Considered in the Programmatic EIR/EIS

Tracy/Stockton/Modesto





Altamont Corridor Partnership Working Group



Activities

- Partners with the Authority throughout the project development process
- Guidance on local issues, development plans, and policies
- Assist in developing and evaluating alternatives
- Develop consensus regarding project goals, objectives and major elements
- Participation in public involvement activities and events
- Liaisons to local communities

Alameda Congestion Management Agency • Altamont Commuter Express • Bay Area Rapid Transit
California High-Speed Rail Authority • California Partnership for the San Joaquin Valley • Caltrain
Capital Corridor Joint Powers Authority • Metropolitan Transportation Commission
Sacramento Area Council of Governments • San Joaquin County Council of Governments
San Joaquin Regional Rail Commission • San Mateo County Transit District
Tri-Valley Regional Rail Policy Advisory Committee



Alternatives to be Considered



No Build (No Action) Alternative

- The region's transportation system with implementation of programs or projects that are in regional transportation plans and funded for implementation by 2035

Build Alternatives

- Alternatives based upon those considered in the Bay Area to Central Valley Program EIR/EIS
- Alternatives identified during the public scoping process
- All other reasonable alternatives within the study area